



# FY2003-2007 Proposed Rail Improvement Program



Illinois Department of Transportation

**FY 2003-2007  
Proposed  
Rail Improvement  
Program**

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## PREFACE

The Illinois Department of Transportation has combined its Rail Program and Rail Plan into one document, which provides an overview of the rail transportation system in Illinois, describes the rail programs administered by the department and lists projects planned for Fiscal Years 2003-2007.

The state rail program is unique in that virtually every project undertaken will leverage funds from the private sector (including Amtrak, the quasi-private national railroad). The state owns no railroad lines, no trains, no stations. Local governments are often partners with the state in improving rail freight and intercity rail passenger service. However, projecting future year projects is extremely difficult, because each depends at least in some part on negotiations with outside partners (the real owners). For the Fiscal Years 2003-2007, this program lists tentative projects where it is able, but primarily provides a description of program intent.

Actual projects which are developed after the publication of the Program are analyzed in published amendments to the state Rail Plan, describing the costs and benefits of each. For anyone interested in reviewing the rail plan amendments which have been published since the Fiscal Year 2002 Rail Program Supplement, please send a request to:

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# INTRODUCTION

The Fiscal Year 2003-2007 Proposed Rail Improvement Program provides funding for rail freight, rail passenger and high speed rail capital projects, as well as state operating assistance for supplemental Amtrak service. The capital program elements over the five years are summarized below.

**Rail Freight Program.** For Fiscal Years 2003-2007, the program proposes \$40 million from current federal and state revenues for rail freight improvements. An additional sum of \$7 million from Governor George H. Ryan's infrastructure investment initiative, Illinois FIRST, is targeted for projects to address major rail/highway bottlenecks in the Chicago area.

**Rail Passenger Program.** The Fiscal Year 2003-2007 program proposes \$500,000 for maintenance, safety repairs and other capital improvements. Illinois FIRST will provide \$11.5 million for upgrading state-sponsored rail passenger service on three routes: Chicago to Milwaukee, Chicago to Quincy and Chicago to Carbondale. The Illinois FIRST funds are programmed for projects to improve on-time performance, increase average speeds and help increase ridership.

**High-Speed Rail.** The five-year program provides \$25 million from current revenues and an additional \$21.5 million in Illinois FIRST funds (of which \$20 million will be allocated in Fiscal Year 2003) for improving the signal system, track and equipment along the Chicago-St. Louis corridor to allow trains to travel at speeds of 110 miles per hour.

For Fiscal Year 2003 the total capital program allocates a total of \$15.1 million in current state and federal revenues and \$20 million in Illinois FIRST funds for improving passenger service and for freight improvement projects. In addition to the program for capital improvements, the state provides operating subsidies for state-supported trains between Chicago and Carbondale, Quincy, St. Louis and Milwaukee. For Fiscal Year 2003 these subsidies will total \$10.6 million.

Rail Capital Program Funding Summary  
(dollars in millions)

<u>Program/Projects</u>	<u>Current Revenue Sources</u>		<u>Illinois FIRST</u>	
	<u>FY 2003</u>	<u>FY 2003-07</u>	<u>FY 2003</u>	<u>FY 2003-07</u>
Rail Freight	8.0	40.0	0	7.0
Rail Passenger				
Capital Projects	.1	.5	0	11.5
High Speed Rail				
Chicago-St. Louis	<u>7.0</u>	<u>25.0</u>	<u>20.0</u>	<u>21.5</u>
Totals	15.1	65.5	20.0	40.0

The above proposed investments are an important element in the state's effort to provide multi-modal transportation options that foster economic productivity and growth and enhance the quality of life. Rail provides a cost-effective option for the shipment of products and raw materials to national and international markets. Rail freight is particularly effective for the movement of bulk commodities. For travelers, rail transportation offers a convenient and safe alternative to travel by highway and air.

The rail industry has a significant presence in Illinois employing more than 13,000 people who make up 7 percent of U.S. railroad employees. Although the number of jobs is down sharply from past years, Illinois still has more railroad employees than any other state.

Illinois has the second largest rail system in the nation with 7,368 miles of track. The largest rail freight hub in North America is Chicago, reflecting the state's importance as a gateway linking the east and west coasts, as well as Canada and Mexico.

Chicago is the Midwest hub for Amtrak rail passenger service, the transfer point for ten regional and transcontinental routes. This national rail passenger system is supplemented by 18 trains supported by the state to provide additional service between Chicago and Carbondale, Quincy, St. Louis and Milwaukee.

In the Chicago-St. Louis corridor, efforts are under way to develop high-speed rail passenger service. The department has been proceeding with incremental improvements. The initial goal is to operate trains at top speeds of 110 miles-per-hour, reducing travel time from St. Louis to Chicago from five-and-a-half to three-and-a-half hours. The high-speed trains would share track with freight traffic.

The target speed of 110 miles-per-hour was chosen to diminish impacts on at-grade crossings of the tracks by roads and streets. The incremental increase in speed from 79 miles-per-hour to 110 miles-per-hour is not so drastic as to require the closing of many crossings. Safety devices will be improved at every crossing and local government approval sought before any crossing is closed.

# ILLINOIS' RAIL FREIGHT SYSTEM

## System Highlights

The rail system in Illinois is privately owned and maintained, stimulating state and local economic activity by providing safe, efficient, low cost and environmentally friendly transportation services. With its 7,368-route-mile network, Illinois ranks second only to Texas.

There are 52 railroad companies operating within Illinois; of these, 7 Class I railroads, 8 regional railroads, 20 shortlines and 17 switching and terminal railroads. A railroad earning more than \$261.9 million in annual operating revenue is in the Class I category. Class I railroads comprise only 1 percent of the number of railroads in this country but account for 71 percent of the industry's mileage operated, 88 percent of railroad employees and 91 percent of freight revenue. A regional railroad generally operates at least 350 miles of track, and a shortline railroad generally operates under 350 miles. Switching and terminal railroads are primarily non-line-haul carriers and perform switching and/or terminal services for other railroads.

Table 1 shows a breakdown of the total route miles in Illinois for all railroad classifications as well as miles operated under trackage rights.

Table 1  
Total Route Mileage  
In Illinois

	<u>Miles of Line Owned</u>	<u>Miles of Line Operated Under Trackage Rights</u>	<u>Total Route Miles Operated</u>
Class I	5,748	2,340	8,088
Regional	743	300	1,043
Shortlines	609	56	665
Switching & Terminal	268	95	363
Total:	7,368	2,791	10,159

By virtue of its Midwestern location, Illinois is a significant gateway or interchange point among railroads serving either eastern or western states, with Chicago and East St. Louis being principal rail gateways. Carrier systems extend to the east, west and Gulf coasts as well as to Canada and Mexico. (The orientation of all rail lines in the state is shown in Figure 1.)

As shown on Table 2, the six largest railroads of the 52 operating railroads in Illinois operate approximately 80 percent of the state's total route miles.

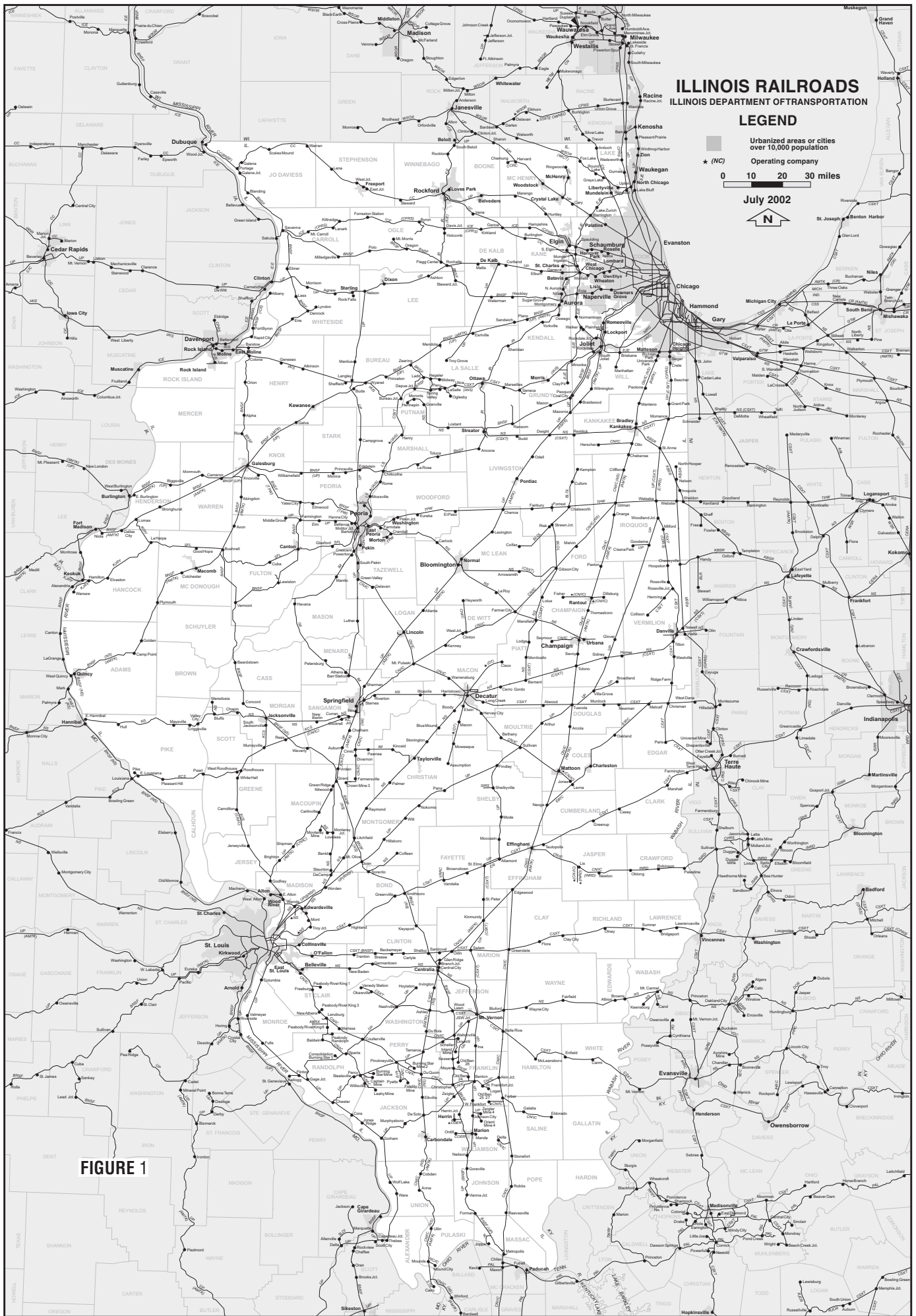
Table 2  
Illinois' Largest Railroad Systems  
As Of Spring 2002

	<u>Miles of Line Owned</u>	<u>Miles of Line Operated Under Trackage Rights</u>	<u>Total Route Miles Operated</u>	<u>Percent of State System</u>
Union Pacific	1,740	1,000	2,740	27.0
Burlington Northern Santa Fe	1,230	215	1,445	14.2
Canadian National Railway	957	249	1,206	11.9
Norfolk Southern Railway Co.	969	321	1,290	12.7
CSXT Corporation	829	222	1,051	10.3
CP Rail System	<u>23</u>	<u>333</u>	<u>356</u>	<u>3.5</u>
Total:	5,748	2,340	8,088	79.6

\*2001 Data

### **Status of Rail Industry**

Issues facing the Illinois rail industry reflect national problems that affect the rail industry as a whole. Changing federal regulations and increased competition from truck and barge transportation have prompted railroads to become more competitive. Railroads have abandoned segments of the rail system, declared bankruptcy or merged with other railroads to streamline the system and reduce costs.



**FIGURE 1**

For the past two decades, the rail industry has undergone a dramatic transformation through mergers and abandonments. On the one hand, the process has strengthened the rail industry and led to improved service and cost savings for shippers. On the other hand, the process has resulted in the abandonment of routes, often at the expense of shippers. The abandonment of a rail line can force a shipper to go out of business or change to another transportation mode to continue in business. The latter, in many instances, has meant an increase in transportation costs.

Since 1976, more than 4,000 miles of rail lines have been abandoned in Illinois. As the rail industry continues to strive for improved rates of return, it will continue to eliminate unprofitable lines and to consolidate through mergers.

The most recent mergers affecting Illinois are Canadian National Railway (CN) and Wisconsin Central Transportation Company (WC) and Canadian National Railway (CN) and Illinois Central Railroad (IC). The acquisition of WC by CN, Canada's largest freight railroad, was approved by the Surface Transportation Board in September 2001. By acquiring WC, CN will be able to secure service between Superior, Wisconsin and Chicago, Illinois and will be able to develop traffic moving between Canada through the Chicago gateway and points in the Mississippi Valley, the Gulf Coast and Mexico. In July 1999, CN acquired IC. These two systems, creating a network spanning 19,000 miles, will be joined at a single point, Chicago. The transaction will result in no abandonments or reroutings, and will make possible a new, single-line service alternative for many shippers.

On December 20, 1999, the Burlington Northern Santa Fe (BNSF) and the Canadian National Railway (CN) reached an agreement to merge. Given the aggressive consolidations and associated disruptions that have occurred in the rail industry during the past several years, rail companies and shippers expressed concern that a new round of mergers would aggravate service problems, and that the Surface Transportation Board's existing merger policies and procedures were not appropriate for dealing with future large railroad merger proposals. After reviewing comments from shippers, railroads and other industries affected by the BNSF/CN merger, the Surface Transportation Board issued a 15-month moratorium on the filing of any major railroad merger proposals. The moratorium allowed the Board to complete a comprehensive reexamination and revision of its rail merger policies and procedures before considering any such proposals. In July 2001, the Board adopted final regulations governing proposals for major rail

consolidations. These new rules substantially increase the burden on applicants to demonstrate that a proposed transaction would be in the public interest. The rules also will require applicants, among other things, to demonstrate that the transaction would enhance competition where necessary to offset negative effects of the merger such as competitive harm or service disruptions.

The Illinois Department of Transportation is concerned about potential problems in implementing these mergers, such as service disruptions which occurred in the Southern Pacific-Union Pacific merger, and will be watching each unfold very closely.

## **Rail Line Abandonments**

Under the federal Interstate Commerce Commission Termination Act of 1995, a railroad may abandon a line only with the Surface Transportation Board's (STB) permission. Under the new rules established by the STB and made effective January 23, 1997, railroads must file a System Diagram Map (SDM), or a system narrative in the case of a Class III railroad, with the STB and the U.S. Department of Transportation. These system maps, or narratives, provide abandonment category and terminus information. The new rules require the STB to make a decision on abandonment four months after an abandonment application is filed. With respect to abandonments under the exemption process, no changes have been addressed by the new STB rules. Exemption requests, if not contested, may be granted within 30 days of the abandonment notice publication.

Railroads are required to place lines into one of five categories, as described below:

Category 1 lines are anticipated for abandonment within three years of filing the system diagram map. This designation means that a railroad is determining the line's contribution to the rail system (i.e., revenues vs. costs) but believes abandonment to be likely. Nearly all rail lines move from Category 1 to Category 3. A rail line may stay in Category 1 for as little as two months or up to several years.

Category 2 lines are those a railroad is studying for future abandonment. A line in Category 2 usually does not remain at this status for several years and must be put into Category 1 prior to filing an abandonment application. A railroad usually determines either to move the line to Category 1 or to remove the Category 2 designation altogether if intending to keep it in the system.

Category 3 lines are those for which an abandonment or discontinuance application is pending. Sixty days must pass after a line is in Category 1 on the system diagram map before a railroad can place a line in Category 3. Likewise, each rail user must be notified via a local newspaper. This notification, or "Notice of Intent," to abandon must also be sent to state rail agencies, the STB and shippers. If no protests are filed, the STB must issue a certificate of abandonment or discontinuance of service within four months of the abandonment filing.

Category 4 lines are operated under subsidy. With the expiration of federal funding eligibility for subsidies on September 30, 1981, all federal subsidies were discontinued. Some states have continued to offer subsidies after this time.

Category 5 and all other lines. Lines in this category are considered viable by the railroads at the time of the filing of the System Diagram Map. A line in Category 5 can be filed in Category 1 or 2 within the same year only if the railroad files an amended system diagram map.

At present, approximately 85 miles of rail line in the state have been categorized as pending or potential abandonments, or lines for which abandonment exemptions have been filed. Figure 2 depicts those lines abandoned since January 1, 1983, the lines on which service has been retained and those on which an effort is being made to restore or retain viable rail freight services. Table 3 below and Figure 3 include current data on the status of line abandonments in Illinois.

Table 3  
Status of Illinois' Rail Line Abandonments  
(Miles of Track)

Railroad	Category 1	Category 2	Category 3	Total Miles
CR*	--	--	53.50	53.50
NS			7.50	7.50
UP	7.00	--		7.00
IC*	10.18	--	--	10.18
CPRS	1.04	--	--	1.04
EJE	6.16	--	--	6.16
TOTAL	24.38	--	61.00	85.38

Total railroad route mileage owned in Illinois is 7,368 miles. These pending or potential abandonments represent 1 percent of the total.

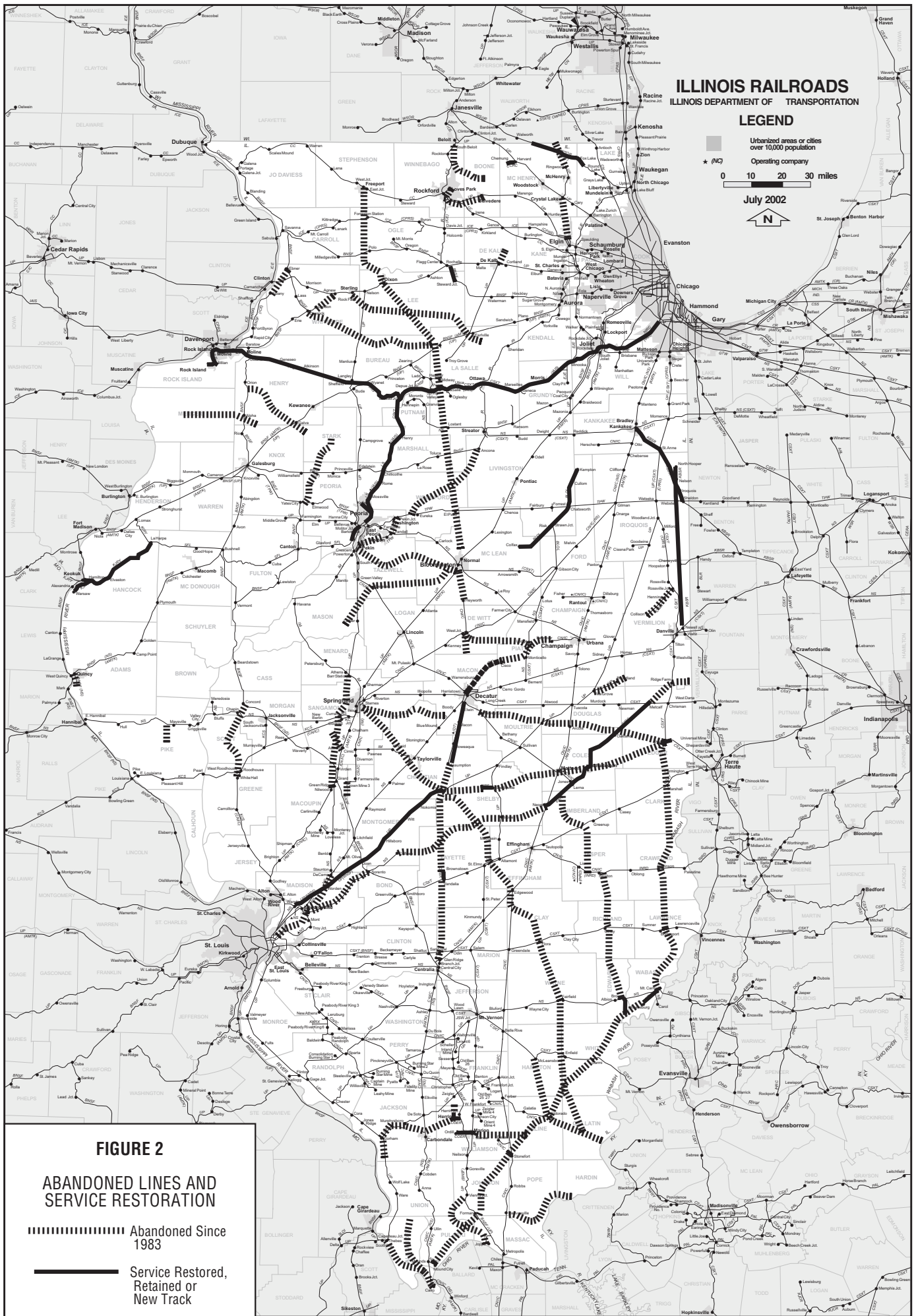
\*Note: Conrail (CR) was purchased by Norfolk Southern (NS) and CSX Transportation, Inc. Illinois Central (IC) was purchased by Canadian National Rwy. (CN).

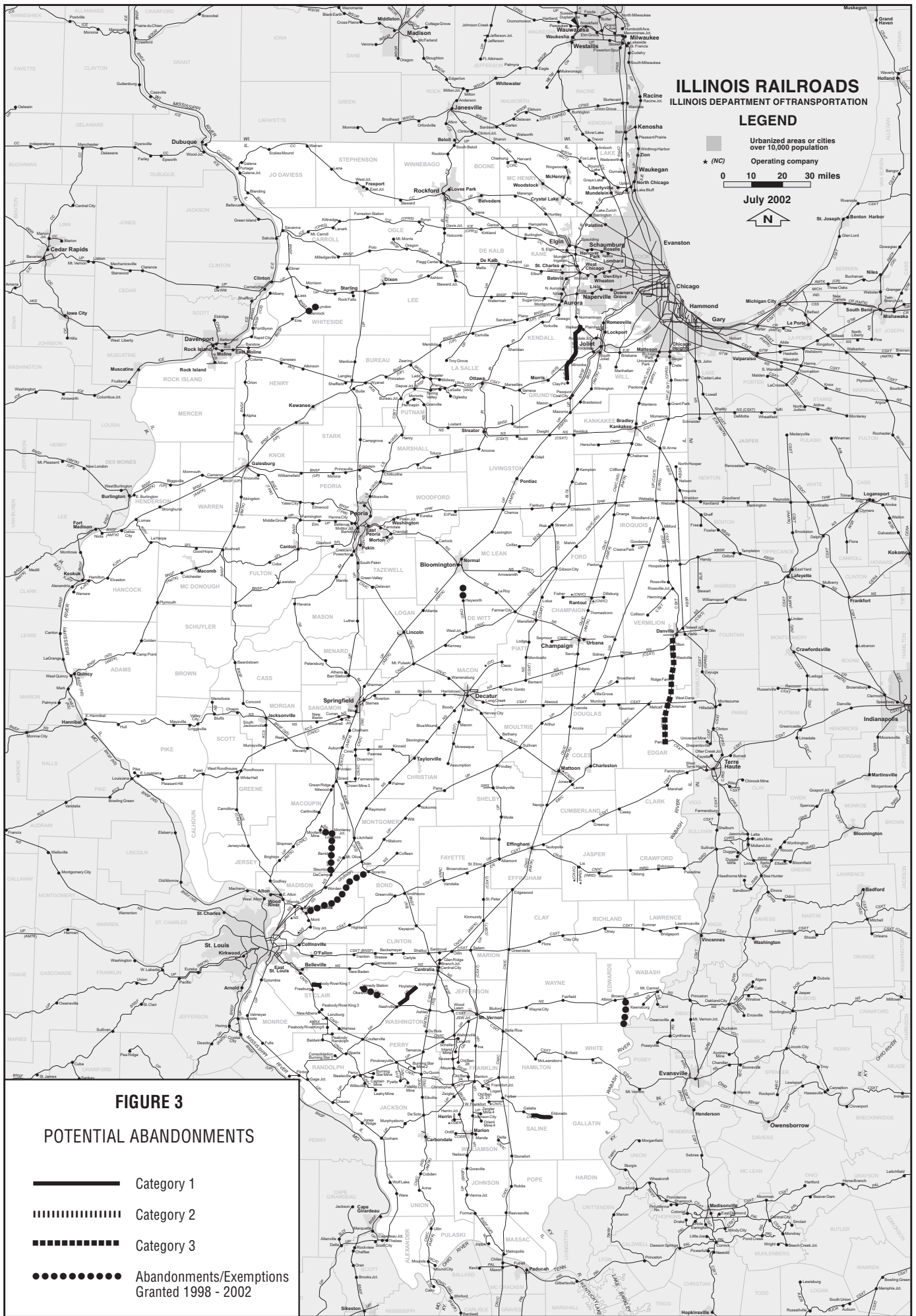
While mergers and consolidations have had a positive impact on the rail industry, major rail carriers operating through Illinois have continued to reduce the number of unprofitable branchlines. All abandonments listed in Category 1 are lines in which no traffic has moved over the line for at least two years.

Of the abandonments listed in Category 3, Conrail's (CR) line in Champaign County was abandoned due to lack of business over the line. Although the department recognizes the benefit to companies of having more than one line-haul railroad, the returns from this line did not justify its retention in the rail system.

The 7.5-mile abandonment of NS in Madison County was also due to declining traffic volume, and no local traffic has moved over the line for at least two years. Any overhead traffic could be rerouted over BNSF lines.

Although the department is concerned how mergers will affect the rail system in Illinois, we support railroads abandoning a line if the line's contribution to the rail system is not profitable. If transportation costs to shippers increase and no other railroad is interested in operating the line, abandonment of the line is inevitable.

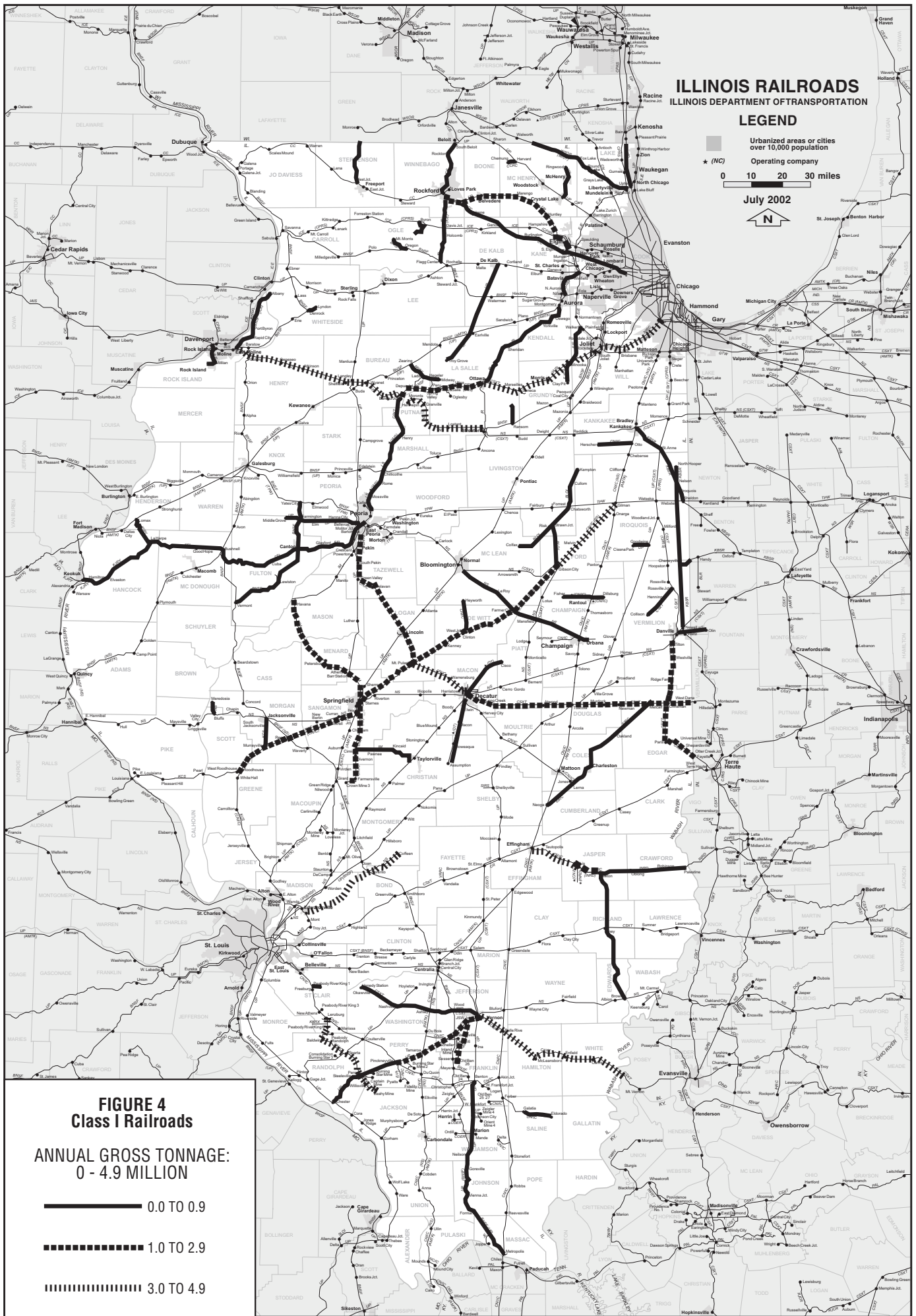


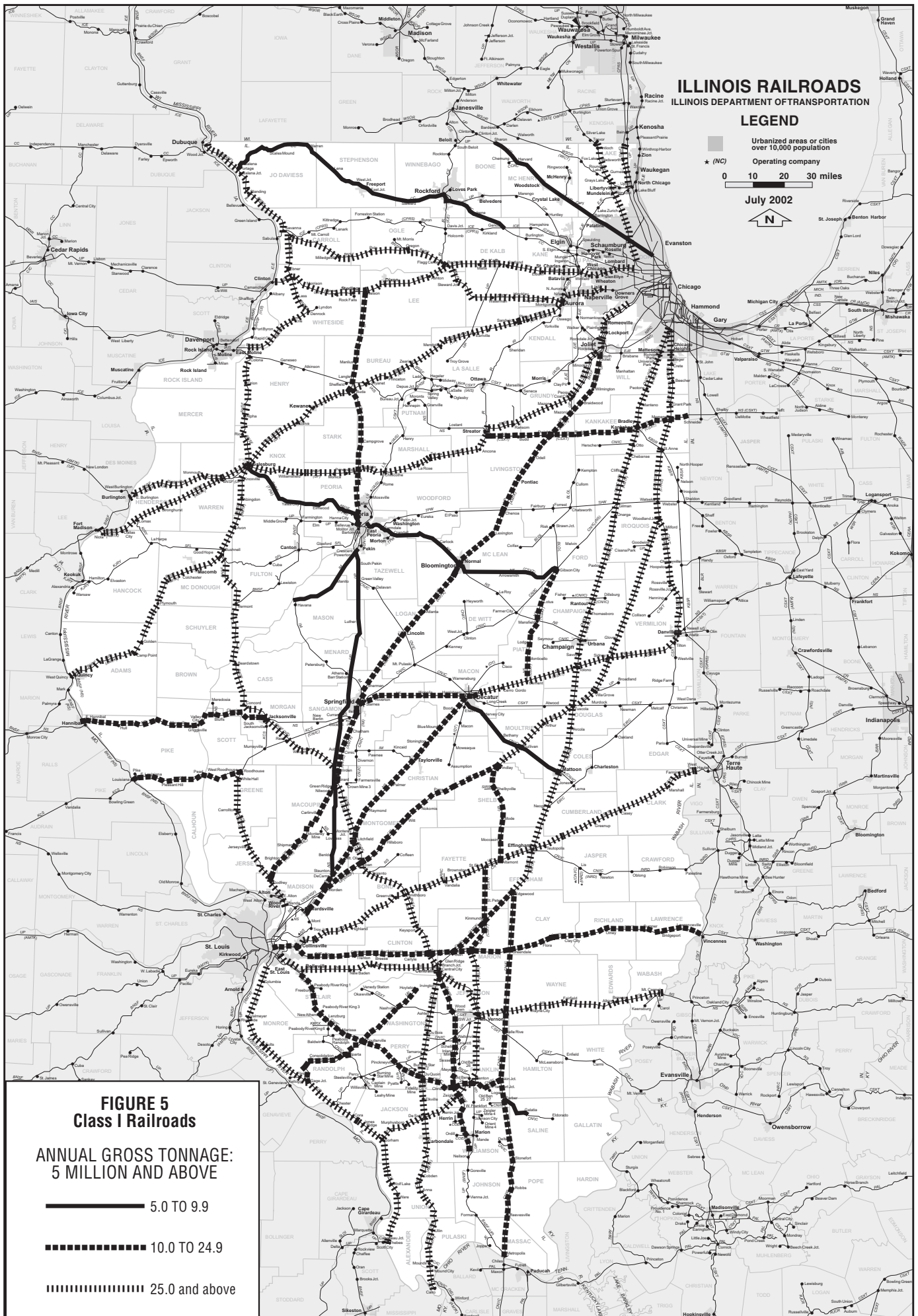


## **Traffic Density**

Approximately one-fifth of Illinois' 7,368 route-miles of track (excluding yard tracks and sidings) is categorized as light-density. Light-density lines are those that carry under five million gross tons of freight traffic per mile annually. These lower volume lines, often operated by shortlines, generally serve agricultural businesses in rural areas or industrial firms in urbanized areas. The higher-density lines, which make up the balance of Illinois' rail network, carry more than five million gross tons of freight per mile annually and are generally referred to as mainlines.

Tonnage on Class I railroads increased 2.5 percent with farm products and forwarder and shipper traffic having experienced the most significant reductions. Although coal continued to be the railroads' top commodity nationally in 2001, intermodal trailer traffic and motor vehicles and equipment had the most significant increases in tonnage. Figures 4 and 5 depict the most current information available on density for all railroads in Illinois. The information is based mostly on 2000 data.





# RAIL FREIGHT PROGRAM

The Rail Freight Program is structured to ensure the continuation of rail freight services that offer a high potential for economic success. Most projects are complex, requiring cooperation and financial commitment from shippers, local, state and federal governments and railroad companies before any agreements can be reached or any projects implemented.

Although the Rail Freight Program was originally created as a grant program, the department formulated the policy of loaning rather than granting funds to stretch limited funding resources. There are two revolving loan funds: the Rail Freight Loan Repayment Fund for federal loan funds and the State Loan Repayment Fund for state loan funds. With these two funding sources the program has become less dependent on state General Revenue Funds and more self sufficient.

## **Fiscal Year 2003 Program**

The Fiscal Year 2003 Rail Freight Program, exclusive of the additional revenue from the Illinois FIRST Initiative, is funded from three sources:

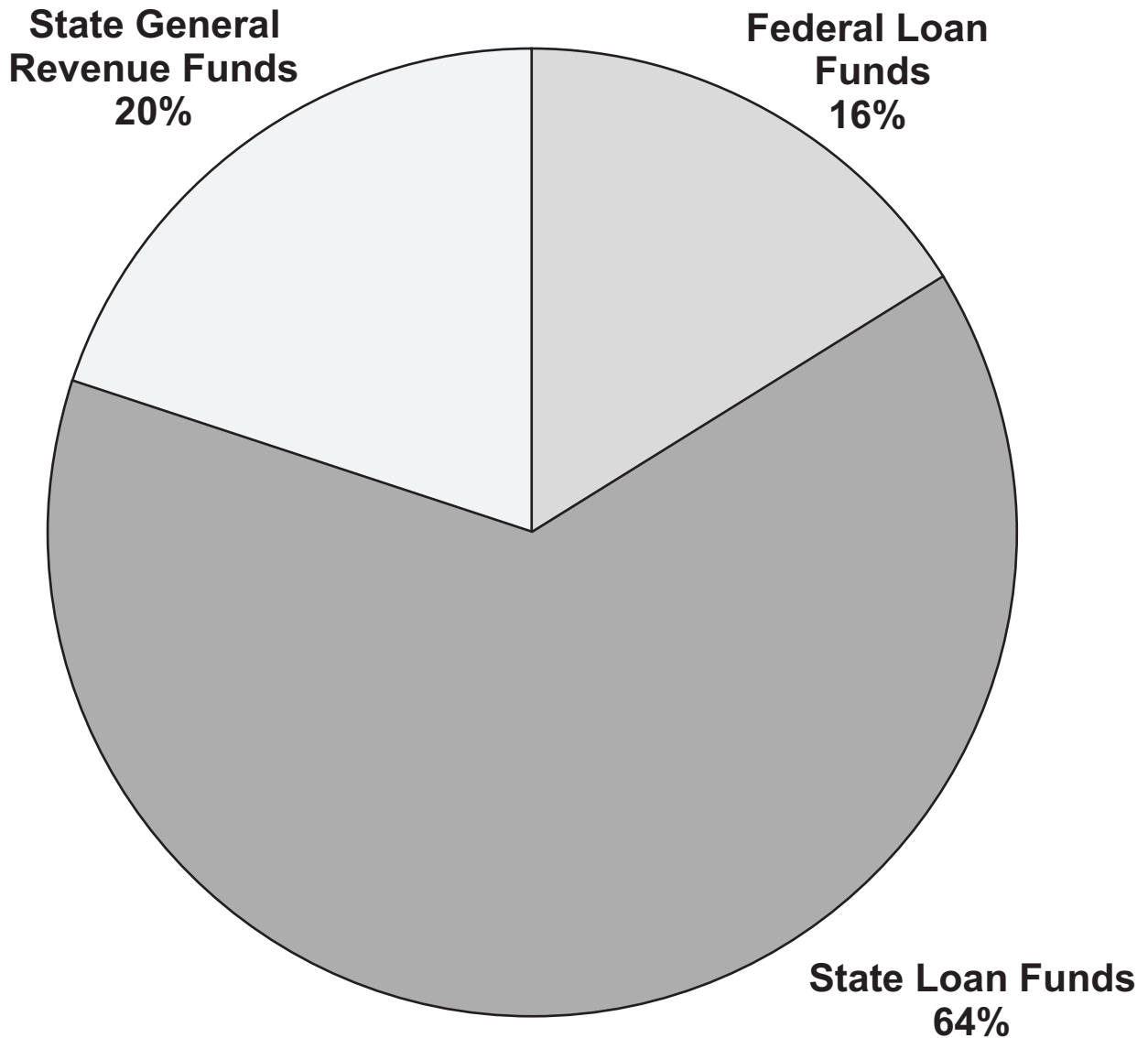
- State General Revenue Funds (GRF).
- Rail Freight Loan Repayment Fund holds federal funds that are loaned and then repaid to the state. The state places the federal share in an interest-bearing account (Rail Freight Loan Fund) and loans or grants these funds for eligible projects. A 30 percent state match is required from the state GRF.
- The State Loan Repayment Fund holds state funds that are loaned and then repaid to the state. The repayments are placed in an interest-bearing account (State Loan Repayment Fund) and are loaned or granted for eligible projects.

The funding for FY 2003 is shown below and on the graph on the next page:

• General Revenue Funds	\$1,606,000
• Rail Freight Loan Repayment Fund	1,300,000
• State Rail Freight Loan Repayment Fund	<u>5,077,000</u>
Total Freight Program	\$7,983,000

# FY 2003 Rail Funding Sources

**Rail Freight Program \$7,983,000**



The program for Fiscal Year 2003, again exclusive of the new bond funds, is summarized on Table 4, which lists project investment, the number of industries that will directly benefit and the number of jobs saved or created. The state and federal statutory requirements for rail service investments mandate the department to analyze and quantify the benefits and costs associated with a project. Generally, only two options are analyzed: to invest funds in rehabilitation or new construction or to not invest. The department must demonstrate that the benefits exceed the costs before a project is deemed eligible. While the projects for Fiscal Year 2003 meet eligibility criteria, priorities may change which could delay or alter project funding.

Table 5 lists projects that were placed under contract in Fiscal Year 2002 but will not be completed until Fiscal Year 2003. Figure 6 shows the location of all improvement projects statewide.

### **Future Rail Freight Projects**

Because the project request and qualification process is an ongoing exercise and the department's goal is to fund qualified projects expeditiously to realize their economic success, it is not useful to list specific projects under consideration for funding beyond those listed in Table 4. However, the number and magnitude of rail freight projects exceeds the available funds. The total needed to fund all eligible project requests is approximately \$25 million.

### **Rail Freight Improvements – Chicago Bottlenecks**

The congestion affecting rail traffic flows through Chicago has never been worse. Under the sponsorship of the Association of American Railroads, committees have been established to address the problem. Table 7 is a preliminary list of bottleneck issues identified by all the railroads operating in the city, including Metra and Amtrak. The department continues to work with the Association of American Railroads and the railroad companies to refine and prioritize the list.

Chicago's status as the largest rail gateway and largest intermodal hub in North America requires that action be taken to address inefficiencies in traffic flows. It is important to the entire state that the correct improvements be made to keep Chicago as the number one rail gateway, with the concomitant tax revenues and employment impacts of that position. It is equally important that the public's concerns over rail impacts on traffic, noise and air pollution and safety be addressed.

To that end, Illinois FIRST provides \$7 million to leverage the rail industry's investments in addressing bottlenecks. The program is designed to begin addressing key bottlenecks like those affecting the Chicago-Joliet rail service, rail movements through the south suburbs like Blue Island or the problem of so many trains held out of yards, idling in the middle of neighborhoods. Due to the ownership issues and the need to negotiate the provision of the majority of funding from the private sector, specific projects for the future cannot be identified at this time, with one exception.

For Fiscal Year 2003, the department continues to reserve \$3 million in Illinois FIRST fund commitments plus \$1 million in the Rail Freight program to leverage \$46 million in investments by the city of Chicago, Metra, Amtrak and two freight railroads to eliminate a rail corridor known as the St. Charles Airline, which runs along 16<sup>th</sup> St. in downtown Chicago. The total of \$50 million will establish a new routing across Chicago, cleared for the newest double-stack trains and totally elevated to avoid community impacts. Construction of this project depends on railroad agreement.

This significant investment reflects the department's concern that the Airline was restricting development in the city, blocking access to the new Chinatown Park and hampering Amtrak service from Carbondale.

**TABLE 4  
FISCAL YEAR 2003  
TENTATIVE PROJECTS**

<b><u>Project</u></b>		<b>State/ Federal Investment (\$000)</b>	<b>Industries Benefiting</b>	<b>Private &amp; Other Leveraged (\$000)</b>	<b>Loan or Grant</b>	<b>Jobs Saved/ Created</b>	<b>Project Description</b>
<b>Location</b>	<b>Owner/ Operator</b>						
Pittwood	UP	\$2,100	1	1,500	L	5	Construct 4,235' of track.
Flora	CSXT	400	1	0	L	100	Construct 2,400' of track.
Lowder	BNSF	506	1	600	L	4	Rehabilitate 1,000' and construct 4,000' of track for a grain facility.
Mt. Vernon	UP	620	1	25,000	L/G	200	Construct industrial lead track.
Addieville	CSXT	357	1	0	L	5	Extend rail siding.
Silvis	IAIS	2,000	N/A	N/A	L	500	Construct 2 mi. of track for an intermodal facility.
Bridgeport	CSXT	2,000	1	0	L	5	Extend rail siding.
Totals		\$7,983	6	\$27,100		819	

**TABLE 5  
PROJECTS UNDER CONTRACT**

<b><u>Project</u></b>		<b>State/Federal Investment (\$000)</b>	<b>Industries Benefiting</b>	<b>Private &amp; Other Leveraged (\$000)</b>	<b>Loan or Grant</b>	<b>Jobs Saved/ Created</b>	<b>Project Description</b>
<b><u>Location</u></b>	<b><u>Owner/ Operator</u></b>						
Pontiac	UP	\$330	2	\$0	G	174	Rehabilitate a crossing.
Beecher	UP	515	1	2,000	L	14	Construct 2,060' of track.
Gibson City	BLOL	914	1	0	L	3	Construct 3,400' of track.
Bradley	CN	230	1	0	G	75	Construct 700' of track.
Chicago	CIRR	300	4	0	G	25	Rehabilitate 1.3 miles of track.
Iroquois	KBSR	1,200	1	750	L	14	Construct 5,060' of track.
Kankakee- Sheldon	KBSR	2,500	5	0	L/G	50	Rehabilitate 28.3 miles of track.
Creve Coeur	P&PU	2,850	10	0	L	40	Construct 1,800' and rehab 4.5 mi. of track.
Effingham	EFRR	1,600	4	25,000	L	0	Construct 7,000' of track.
Peoria	PPH&W	900	3	0	G	23	Construct 2,600' and rehab 4,400' of track.
Rochelle	UP	2,000	1	198,000	L	352	Assist in constructing intermodal facility.
Lena	CN	2,400	1	60,000	L	50	Construct 5,000' of track.
Totals		\$15,739	34	\$285,750		820	

# Fiscal Year 2003 Rail Freight Improvement Projects



**Figure 6**

**TABLE 7**

**CHICAGO AREA BOTTLENECKS**

<u>ITEM</u>	<u>ROAD</u>	<u>LOCATION</u>		<u>RESTRICTION AND CORRECTION</u>
61	CP	CP Hill	CP Hill	IHB – need increased flexibility for trains to run around trains delayed entering Proviso, Schiller, and Bensenville
10	IHB	LaGrange	LaGrange	CTC both IHB main tracks between LaGrange and CP Hill, MP 31.0 to MP 35.9
11	IHB	Broadview	Broadview	Install interlocking on IHB mains at Broadview, with power crossovers and a power connection to IC, MP 33.9
9	IHB	LaGrange	LaGrange	Install crossover at CP LaGrange east of connection to BNSF, MP 31.0
22	UP	IHB	IHB	CTC the entire route Provo Jct. To Dolton, including a methodology to coordinate all the interlocking towers
29	UP	Clearing	Clearing	BRC – into and out of both ends of the Clearing Terminal
6	IHB	Argo	Argo	Modify CP Argo to allow parallel movements from IHB to BRC Proviso leads, MP 27.0
7	IHB	Argo	Argo	Improve reverse signaling between Argo and McCook for 25 miles per hour operation, MP 27.0 to MP 28.3
88	AMTK	IC Joliet Dist.	Argo	Argo – CP Canal
76	MET	CP Canal	Argo	IHB traffic
63	CP	CP Canal	Argo	Install connection northeast quadrant to provide access to ICG Glenn Yard
46	BRC	Argo	Argo	West Sub – Study to reconfigure to allow parallel moves to P yard and West Receiving
32	UP	Dolton	Dolton	Dolton Interlocking (UP, IHB, CSX)
3	IHB	Dolton	Dolton	Remote control Dolton interlocking and power switches at Indiana Avenue, MP 10.6
96	AMTK	GTW	Thornton Jct.	Thornton Junction – Munster
90	AMTK	Union Pacific	Dolton	Yard Center to Thornton Junction
21	UP	Dolton	Dolton	Shift the main tracks to bypass the yard on the east side
38	BNSF	B&OCT Xing	McCook	Need to keep priority intermodal traffic moving. Will become issue as traffic to and from IHB increases. MP 12.9
8	IHB	McCook	McCook	Install crossover to BNSF wye at McCook, giving access to both tracks 1 and 2 on the IHB. MP 28.3
39	BNSF	McCook	McCook	Need to increase speed, entrance and exit between BNSF and IHB, CSX traffic will increase. MP 14.4
40	NS	Belt Jct.	Belt Jct.	Belt Jct. Extremely congested due to many railroads utilizing track Proposal involving 81 <sup>st</sup> St. and this situation.
52	CSX	Belt Jct.	Belt Jct.	Realignment of Belt Junction on BRC to create point to stage trains between 75 <sup>th</sup> St. and 80 <sup>th</sup> St.
74	MET	Belt Jct.	Belt Jct.	BRC traffic
59	CP	Belt Jct.	Belt Jct.	BRC – construct flyover to eliminate conflicts with Metra
49	CSX	Blue Island	Blue Island	Head on connection from Barr to Rock Island westbound
71	MET	Blue Island	Blue Island	CSX New Rock Sub trains going to and from back yard
56	CSX	Blue Island	Blue Island	Connection from CSX westbound to CN at Blue Island
65	CP	GT Tower	Blue Island	IHB – excessive delay due to conflicts, may require a flyover

## CHICAGO AREA BOTTLENECKS

<u>ITEM</u>	<u>ROAD</u>	<u>LOCATION</u>		<u>RESTRICTION AND CORRECTION</u>
45	BRC	LeMoyne	LeMoyne	LeMoyne IC connection. Recommend connection in southwest quad to accommodate head end moves
87	AMTK	IC Joliet Dist.	LeMoyne	LeMoyne
77	MET	LeMoyne	LeMoyne	BRC traffic and IC/BRC transfers
57	CP	LeMoyne	LeMoyne	BRC – no connection in NW quadrant. Need to install to allow facing point movements for connection to IC
95	IC	LeMoyne	LeMoyne	Trains blocking waiting to get into yard
5	IHB	Chicago Ridge	Chicago Ridge	Install missing crossover at Chicago Ridge, MP 21.2
64	CP	Chicago Ridge	Chicago Ridge	IHB – convert hand throw crossover to power crossover on NS
72	MET	Chgo-Rdg-Frst	Chicago Ridge	IHB, CP and WC to the IHB at Chicago Ridge for the NS Landers on Calumet
31	UP	80 <sup>th</sup> Street	80 <sup>th</sup> Street	80 <sup>th</sup> Street leaving and entering UPRR main tracks
43	NS	79 <sup>th</sup> Street	79 <sup>th</sup> Street	79 <sup>th</sup> Street, activate 2 miles of former NKP line at 79 <sup>th</sup> St. towards downtown to reduce congestion in the area
95	AMTK	BRC	80 <sup>th</sup> Street	80 <sup>th</sup> Street
44	BRC	75 <sup>th</sup> Street	75 <sup>th</sup> Street	75 <sup>th</sup> St. Interlocking – install connection in the southwest quad to accommodate head end deliveries
58	CP	75 <sup>th</sup> Street	75 <sup>th</sup> Street	BRC – insufficient connections to Barr. Need connection in southwest quadrant
55	CSX	75 <sup>th</sup> Street	75 <sup>th</sup> Street	Southwest quadrant wye at Forest Hill
27	UP	Brighton Park	Brighton Park	Brighton Park (IMX) IC congestion
79	MET	Panhandle	Brighton Park	CR traffic between Ashland Ave. and BNSF and UP, also NS overhead traffic to the UP
86	AMTK	IC Joliet Dist.	Brighton Park	Panhandle
94	IC	Brighton Park	Brighton Park	All trains must stop and trains sitting on interlocking
36	NS	47 <sup>th</sup> Street	47 <sup>th</sup> Street	CP 518 area of 47 <sup>th</sup> St. and 56 <sup>th</sup> St., high volume area (intermodal) requires coordination to optimize operation
67	BNSF	47 <sup>th</sup> Street	47 <sup>th</sup> Street	CR (NS) connection from BNSF to CR (NS) should be powered as volumes increase. MP 1 Corwith Sub
37	NS	Englewood	Englewood	Englewood, Metra crossing restrictions based on curfew
94	AMTK	Conrail	Englewood	Englewood – freight trains out ahead of Amtrak passenger trains
4	IHB	Riverdale	Blue Island	Reverse signal and increase speed on IHB mains from School St. to CP Harvey, MP 11.3 to 13.7
23	UP	IHB	IHB	CTC the entire route Provo Jct. To Dolton, including a methodology to coordinate all the interlocking towers
26	UP	IC Hawthorne	IC Hawthorne	Connection at east end of Hawthorne in southwest quad from IC to BRC, thus on to UP at 80 <sup>th</sup> Street
28	UP	Ogden Jct.	Ogden Jct.	Ogden Jct. Off the UPRR Rockwell Sub entering and departing the CSXRR
85	MET	Union Ave.	Ogden Jct.	Traffic from and to UP Global one
30	UP	Landers	Landers	NS Landers Yard arriving and departing
33	UP	Melrose	Melrose	IHB Harbor Hill entering and departing the UPRR Proviso Terminal

## CHICAGO AREA BOTTLENECKS

<u>ITEM</u>	<u>ROAD</u>	<u>LOCATION</u>		<u>RESTRICTION AND CORRECTION</u>
34	UP	Chicago	Chicago	CJ Union Ave. between Global 1 and Canal Street.
38	NS	South Chicago	CP 509	CP 509 Colehour Area, tight today with potential of 18 (added?) trains a day would become a pinch point
39	NS	Corwith	Corwith	Corwith Yards, 49 <sup>th</sup> St. Yard becomes overflow/storage facility due to high traffic volumes
42	NS	Airline	Airline	St. Charles Airline Project, reroute tracks for development in area. May have negative impact on IC traffic
60	CP	CP Grand	CP Grand	IHB – need increased flexibility for trains to run around trains delayed entering Proviso, Schiller, & Bensenville
62	CP	CP Rose	CP Rose	IHB – need increased flexibility for trains to run around trains delayed entering Proviso, Schiller, & Bensenville
1	IHB	Hammond	Gibson	Double track Gibson to Calumet Park, MP 2.2 to 7.1
2	IHB	Calumet City	Calumet City	Install crossover at Calumet Park between track 1 and track 2, MP 7.1
12	UP	Proviso	Proviso	Upgrade and automate the Hump
13	UP	Proviso	Proviso	Create roll out protect for the bowl
14	UP	Proviso	Proviso	Build a Yard 9 bypass track
15	UP	Proviso	Proviso	Reconfigure a Proviso West departure leads to accommodate multiple moves
16	UP	Metra	Bryn Mawr	Upgrade to CTC between Grand Avenue and Bryn Mawr
17	UP	Metra	West Chicago	Construct 3 <sup>rd</sup> main track West Chicago to Elburn
19	UP	Metra	West Chicago	Construct connection to EJE at West Chicago eastbound from UP to southbound/eastbound on EJE
18	UP	Metra	Elburn	Move coach yard from West Chicago to Elburn
20	UP	Metra	College Ave.	Construct Universal Crossovers at College Avenue
24	UP	IHB	IHB	Add long leads at key points so queuing for yards does not occur on the main tracks
25	UP	IHB	IHB	Add industry running tracks, as appropriate, so industries may be served without occupying the main track
35	NS	Ashland Ave.	Ashland Ave.	CR Ashland Ave. to Proviso UP, restricted by Metra traffic. Investigate possible alternate route via BOCT
41	NS	Osborn	Osborn	Osborn, connections to access Conrail mainline
48	BRC	Clearing	Clearing	Build a seventh group in the West Classification Yard to accommodate six additional classification tracks
51	CSX	Chicago	Altenheim	Double track at 14 <sup>th</sup> St. through Altenheim Sub
53	CSX	Gary	CP 501	CP 501 extend #4 main to CSX and/or extend CSX single track back to Curtis
92	AMTK	Conrail	CP 501	Pine to Hammond
54	CSX	Porter	Porter	Porter branch to Grand Rapids sub connection & Porter Branch west to Mainline west at Willow Creek
91	AMTK	Conrail	Porter	Porter
66	BNSF	22 <sup>nd</sup> Street	22 <sup>nd</sup> Street	Need to power CSX panhandle connection in 1999, not 2000
70	BNSF	Corwith	Corwith	IC Interlocking still needs to be upgraded and maintained to a higher standard. MP 5.9 Corwith Sub

## CHICAGO AREA BOTTLENECKS

<u>ITEM</u>	<u>ROAD</u>	<u>LOCATION</u>		<u>RESTRICTION AND CORRECTION</u>
50	CSX	Chicago Heights	Chicago Heights	Connect Southbound Chicago Heights sub to UP at Chicago Heights
73	MET	Landers Yard	Landers	Trains being yarded
75	MET	74 <sup>th</sup> /80 <sup>th</sup> Sts.		NS going to new yard at 59 <sup>th</sup> Street
78	MET	Glenn Yd.	Glenn Yard	Glenn Yard to Bridgeport – IC transfers to it from Markham
80	MET	Kedzie & 25 <sup>th</sup>		UP traffic, transfer going to and from Proviso
81	MET	Park		UP traffic into and out of Proviso
82	MET	Turner		UP traffic
83	MET	B-17 to B-12		CP trains parked on #2 Mt
84	MET	B-12 to Cragin 3	Cragin	Main track – CP traffic and foreign transferring operating via BRC
89	AMTK	IC Joliet Dist.		Yard limits MP 16 – CP Cermak (on Chicago District)
93	AMTK	Conrail		CP 518
	IC	Belt		Trains blocking waiting to get into yard
	IC	Clark Street		Small window times plus holding for non-scheduled trains
	IC	21 <sup>st</sup> Street		Small window times plus holding for non-scheduled trains
	NS	Dolton		UP Chicago Heights to Calumet Yard, LC18 (local NS train) auto parts traffic destined NS is set off short of
				Calumet at 81 <sup>st</sup> St. Yard. This causes NS to use additional crews to depart yard and bring traffic to yard.
				NS would like UP to bring traffic directly into Calumet.
	NS	Chicago		Calumet to Proviso route, LC10 (local NS train) currently must route via Manhattan to avoid direct route
				congestion. Need to return to determine a better route and synchronize movement during opportune times
	CP	BRC various		I/D locations where the grade crossings can be eliminated to allow increased flexibility

## **RAIL PASSENGER PROGRAM**

The Rail Passenger Program has three components: operating support, marketing and capital investments. Funding for operating support has increased with the change in the state-Amtrak contractual relationship and the character of the marketing and capital programs has changed markedly. The state has begun to rely to a much greater degree on partnerships with the communities served by Amtrak and on marketing ties within the tourism and travel industry.

Since 1972, the state's rail passenger program has funded additional trains to supplement the basic train service provided for Illinois residents and visitors by Amtrak. The state-sponsored trains enhance mobility and expand access to the national transportation system for our citizens, assuming particular importance in communities with limited intercity travel alternatives.

The program pays for one additional round-trip in each of three downstate corridors: Chicago-Quincy, Chicago-St. Louis and Chicago-Carbondale. In 1989 the budget was increased to include a 25 percent contribution to the cost of providing additional round trips between Chicago and Milwaukee. The success of the program can be measured by the increase in train ridership throughout the state and by raising public awareness of rail as a viable travel alternative. This awareness has fueled efforts to bring a higher level of rail service to the state and stimulated Illinois' involvement in planning for a Midwest regional high-speed rail network.

In 1997, Illinois pioneered a new partnership arrangement with Amtrak, initiating a three-year, fixed price contract (contingent on annual appropriations from the Illinois General Assembly) that included specific performance penalties for excessive train delays from the point of origin. Although Amtrak cannot control many enroute delays, the departure time penalty clause did reduce delays related to equipment maintenance and produced an improvement in on-time performance and ridership. A second three-year agreement with Amtrak implemented in Fiscal Year 2001 will continue in Fiscal Years 2002 and 2003.

## **Operating Support**

For Fiscal Year 2002 the department received \$10.3 million from the General Revenue Fund (GRF) to finance the operation of 18 state-supported trains – two in each of the three downstate corridors and 12 in the Chicago-Milwaukee corridor. For Fiscal Year 2003 the department is seeking \$10.6 million from the GRF to operate the state-sponsored intercity rail passenger system.

State-supported trains serve more than 15 colleges and universities in Illinois, as well as government, business and leisure purposes. The state-supported **Statehouse** trains constitute one-third of the frequencies on the Chicago-St. Louis corridor, but contribute 43 percent (105,100) of the ridership. On the Chicago-Carbondale corridor, the state's **Illini** provides half of the trains, but carries 70 percent (99,950) of the passengers. Since the **Illinois Zephyr** trains are the only trains serving Macomb and Quincy, they are a critical transportation link for those communities. In addition, the state trains carry half of all rail passengers traveling to destinations in the corridor that are served by four other Amtrak trains. Total ridership on the **Illinois Zephyr** reached 97,000 in Fiscal Year 2001. The Chicago-Milwaukee **Hiawatha** trains serve two intermediate stops and generate over 420,000 trips per year. Of the proposed rail operations budget for Fiscal Year 2003, \$1.27 million is allocated for the **Hiawatha** service. The remaining 75 percent of the cost is provided by the state of Wisconsin.

Figure 7 shows Amtrak's Illinois routes and stations, along with feeder bus connections, which help to increase access to passenger rail service for communities without stations. State-supported downstate trains served 29 stations and generated 302,000 trips in Fiscal Year 2001.

## **Marketing**

The purpose of the marketing program is to raise public awareness of the availability of passenger trains in Illinois and of the advantages of rail travel. The primary goal is to increase ridership, maximize revenues and optimize the state's investment in passenger rail operations. A gauge of the program's effectiveness is the steady increase in ridership on Illinois trains over the last five years, during which riders on and off state-supported trains increased by almost 30 percent. Marketing efforts will continue in Fiscal Year 2003 as the department works to enhance train service and strengthen its position in the transportation system.

With no actual budget allocation, the marketing program consists primarily of distributing materials produced in-house and by Amtrak to travel agents, local business groups newspapers, government offices and tourism agencies around the state. Public service announcements, flyers, brochures, maps and schedules are used by staff members to promote train travel within Illinois to augment the local marketing done by Amtrak as part of the state's fixed-price operating agreement. With its limited financial resources, Amtrak's downstate advertising primarily consists of radio and print ads. Television and billboard media are added to the mix in the Chicago market. Assistance has increasingly been provided in recent years by the Illinois Bureau of Tourism and the Chicago Office of Tourism, which both distribute large quantities of material promoting rail travel.

To broaden public exposure, the department also works with three downstate rail corridor coalitions composed of representatives from each of the communities served. These coalitions provide a channel for exchanging information about service issues and help to generate local marketing activity by encouraging communities to take a larger role in maintaining their rail passenger service. In Fiscal Year 2003, the department will further its partnership with a car rental service which serves virtually all Amtrak cities in Illinois. The joint marketing strategy is to promote the train-car rental concept, much like the airline-car rental connection found at most airports. Another developing partnership is with the

**Fares, schedules and routes subject to change without notice.**



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Illinois Hotel and Lodging Association, which has devoted a full page panel in its Illinois lodging directory to Amtrak's Illinois service. This directory includes special lodging rates that are available in Illinois Amtrak communities. The department's statewide sales efforts are a major component of its marketing responsibilities. Distributions of promotional materials to communities within a 30-mile radius of stations produce a higher visibility for Amtrak. Small and underserved markets also benefit from receiving information about the Amtrak bus connection between Indianapolis and the Quad Cities, which began in 1999 to transfer passengers to Amtrak trains traveling to Galesburg, Normal, Champaign and Indianapolis. This service also provides access to the national rail system for smaller cities and increases mobility for residents in rural areas.

### **Capital Improvement Program**

Rail passenger facilities vary widely by community in each of the corridors served by state-supported Amtrak trains. A few communities with higher ridership have larger, staffed stations, but most of the downstate communities have small, shelter-type stations or designated waiting areas in vintage depot buildings, some of which have undergone extensive renovation. Station ownership and repair and maintenance responsibility also vary by community and by corridor.

The department's Station Improvement Program was created to help address station needs, and enhance safety for Illinois rail passengers. Between 1985 and 1999, with Amtrak's assistance, the program invested in nine new stations, eight major station renovations and numerous repair and improvement projects. In recent years, funding has been limited to \$100,000 per year, so the success of the program depends on participation by Amtrak and local host communities.

The Capital Improvement Program for Fiscal Year 2003 is identified in Table 8. Projects are being coordinated directly with local communities and will include platform repairs, parking improvements and signage upgrades to improve station safety and visibility. Likely projects in Fiscal Year 2003 include a waiting facility in Centralia, parking improvements in Springfield and the installation of an elevator in Mattoon. In addition to these projects, the state will collaborate with Amtrak to install electronic train information signs at downstate stations. These signs will improve Amtrak passenger communications as well as providing

community display opportunities. The initiative will be financed through the operating contract using on-time performance penalties accrued by Amtrak in Fiscal Year 2001. Station improvements are expected to produce positive effects on ridership. Matching funds from Amtrak are anticipated, but due to engineering negotiations over cost sharing, obligation amounts are unknown.

**TABLE 8**  
**FISCAL YEAR 2003 CAPITAL IMPROVEMENT PROJECTS**

Corridor/Station	Project Description	Total Cost	State	Amtrak	RR/Local
<u>Chicago-Carbondale</u>					
Mattoon	Elevator	\$ 100,000	\$ 40,000	\$ 10,000	\$ 50,000
Centralia	Waiting Facility	\$ 100,000	\$ 40,000	\$ 30,000	\$ 30,000
Corridor Total		<b>\$ 200,000</b>	<b>\$ 80,000</b>	<b>\$ 40,000</b>	<b>\$ 80,000</b>
<u>Chicago-St. Louis</u>					
Springfield	Parking lot improvements	\$ 40,000	\$ 20,000	\$ 5,000	\$ 15,000
Corridor Total		<b>\$ 40,000</b>	<b>\$ 20,000</b>	<b>\$ 5,000</b>	<b>\$ 15,000</b>
<u>Chicago-Quincy</u>					
		\$ 0	\$ 0	\$ 0	\$ 0
Corridor Total		<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Chicago-Milwaukee</u>					
		\$ 0	\$ 0	\$ 0	\$ 0
Corridor Total		<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>TOTAL PROGRAM –</b>		<b>\$ 240,000</b>	<b>\$ 100,000</b>	<b>\$ 45,000</b>	<b>\$ 95,000</b>
<b>FY2003</b>					

## HIGH-SPEED RAIL

The Chicago to St. Louis corridor was designated as a high-speed rail corridor under the federal Intermodal Surface Transportation Efficiency Act (ISTEA) in 1992. It is part of the Chicago Hub Network, which includes lines radiating from Chicago to Detroit and Milwaukee as well. Upgrading the existing track shared with freight trains and achieving passenger train speeds up to 110 miles per hour is a realistic goal. Development of high-speed rail between Chicago and St. Louis would offer travelers an attractive alternative to highway travel while bringing environmental benefits and energy savings.

The added revenue from Illinois FIRST will boost development of high-speed rail passenger service on the 280-mile corridor from Chicago to St. Louis. The Illinois FIRST Initiative provides \$81.5 million in state funds that allows a major upgrade of that corridor, a new Positive Train Control (PTC) signal system and funding for new passenger equipment.

The Illinois FIRST initiative allocated \$60 million in Fiscal Years 2000-2002, of which \$51 million is being used to improve the track and grade crossings along the corridor. The remaining \$9 million is being used to develop a PTC signal system. \$21.5 million will be allocated in Fiscal Years 2003-2006, of which \$500,000 will complete the track work and \$1 million will be used for PTC. The department will provide \$20 million for new passenger equipment.

The Springfield to Dwight segment is the first segment to be upgraded for 110 mile-per-hour service. The improvement will cut travel times from Springfield to Chicago to less than three hours. Only New York to Boston will boast faster trains.

The PTC project involves a joint effort by the Federal Railroad Administration (FRA), the Association of American Railroads (representing all major freight carriers plus Amtrak and Metra) and this department to develop and implement a system of communications-based wireless train control, essentially supervising the equipment and the train engineers to ensure safety. This \$64.5 million project is to be funded with \$20 million in private funds, \$32.5 million in federal funds, and \$12 million in state matching funds.

The initial PTC installation will be from near Dwight to Springfield. The newly developed train communications and control system is expected to be easily extendable to the rest of the corridor (and nationwide).

As part of the high-speed rail study, the department continues evaluating three alternative alignments in the Chicago-St. Louis corridor for HSR operation, as shown on Figure 8. One of the alignments is the current Amtrak route between Chicago and St. Louis through Joliet. Another alignment would provide HSR access through Kankakee and a third alignment would utilize the Metra Rock Island District line between Chicago and Joliet.

### **Environmental Impact Statement**

The Environmental Impact Statement (EIS) process began in February 1995. The department completed and circulated for public response its draft EIS in June of 2000. Public comments on the draft EIS are being reviewed and evaluated and a final EIS should be completed in 2002. The department will hold off selecting a preferred alternative between Chicago and Dwight until decisions on additional developments, such as operational issues regarding access to Union Station, are resolved. When approved and funding made available, work will proceed either between Springfield and St. Louis for track, signal and crossing improvements at a cost of \$95 million, or north of Dwight at a cost estimated between \$155-\$205 million, depending upon which route is selected.



FIGURE 3.2-1  
CHICAGO-ST. LOUIS HIGH-SPEED RAIL PROJECT  
**PROPOSED DOUBLE TRACK AND FREIGHT SIDING LOCATIONS**

**FIGURE 8**

## **Positive Train Control Project**

Illinois, the Federal Railroad Administration, and the Association of American Railroads are sponsoring a train control project using the satellite-based Nationwide Differential Geographic Positioning System (NDGPS). The pilot project, the first in the nation, will allow continuous monitoring of the location of trains on a 130-mile section of track between Springfield and near Dwight. The system relies on use of the NDGPS to automatically locate each train. A digital radio network will link each train to the Union Pacific train control center in Omaha, Nebraska, replacing a cumbersome control system that often requires trains to sit on the track waiting for a signal to proceed to another section of track.

The system will improve the operation and safety of freight and rail passenger trains traveling different speeds over shared track. This project will enhance the development of the St. Louis-Chicago high-speed rail corridor. The on-board computer is designed to automatically monitor the train's speed, assuring that locomotive engineers do not exceed permitted speeds, do not pass red signals and do not operate the train beyond track limits approved by the control center. The PTC system is also designed to provide enhanced protection to maintenance workers on the track. Highway-rail grade crossings also will be linked to the new control system.

After the design and simulation testing, a full PTC system will be built and installed on the Springfield to Dwight section of the Union Pacific Railroad. The objectives of the joint program are to develop, test and demonstrate PTC capabilities in a corridor with both freight and passenger service, including creation of capacity on a line without track additions and to meet the safety objectives of preventing train to train collisions (positive train separation), enforcing speed restrictions (including speed restrictions and temporary slow orders) and providing protection for railway workers and their equipment operating under specific authorities.

An advanced train control system is a critical component of high-speed rail development in a rail corridor with numerous grade crossings and slower moving freight trains that will be sharing the same right-of-way. Operational testing on PTC will begin in summer of 2002 and system acceptance is scheduled for December 2002.

## **Track and Signal Improvements**

The first track improvement project for high-speed rail was completed between Granite City and East St. Louis, where 6.1 miles of existing track was rebuilt and signalized at a cost of \$4 million. The current phase of track and signal improvements will provide 110-mph passenger service between Dwight and Springfield, which will include improvements to the track to meet FRA safety standards for higher speed rail passenger service. From 1990 to 1992, the state assisted in the complete rehabilitation of the Joliet-Granite City portion of this corridor up to 80-mph standards via \$4 million in grants and \$36 million in loans to the owning railroad. For Fiscal Years 2000-2004, funding under Illinois FIRST has and will be used for tie replacement, new grade crossing turnouts, bridge deck renewals, drainage improvements and re-alignment of certain curves for higher speed trains. In some locations, fencing will also be required to deter pedestrians and animals from entering the rail right of way. Selective rehabilitation of side tracks to allow meets and passes of trains at track speed helps maintain faster schedule times.

These improvements will decrease the trip time between Chicago and Springfield from 3.5 hours down to less than 3 hours. Although the track and signal improvements will be limited to the Dwight-Springfield corridor segment, the new trains would enhance service for the entire corridor and shorten travel time to all riders destined to Chicago except from the closest stations, such as Joliet. Illinois FIRST provides the necessary funding for track and signal work, which will allow 110-mph speeds from Dwight to Springfield.

The work is scheduled during the same timetable as the Positive Train Control project. Engineering for the track and signal work is now completed. Initial rehabilitation items including cross tie replacements, ballast, surfacing and grade crossing surface renewal are underway and should be completed by the fall of 2002.

## **High-Speed Rail Equipment Investment**

To achieve high-speed rail, trains are needed that can operate at high speeds for extended periods and trains with much higher reliability and comfort levels than existing Amtrak equipment. Trains optimally will “tilt” through the curves so that the train does not have to slow, raising average speeds still further. Included in Illinois FIRST is \$20 million for the

state to assist Amtrak in acquiring new state-of-the-art European-type trainsets. The state is working with Amtrak to try and purchase the necessary trainsets required to operate high-speed rail service. When the entire corridor has been upgraded to 110-mph service, the goal is to operate eight round trips daily.

New trainsets will not be available for approximately two years. As such, the state and Amtrak are working on a plan to bring substitute trainsets to place in service until new trainsets are received.

### **Grade Crossing Consolidations & Hazard Elimination**

The department is opposed to increasing the number of at-grade crossings on lines over which passenger trains operate. The department is currently working with local communities along the Chicago-St. Louis corridor to find reasonable means to eliminate or consolidate little-used or redundant grade crossings. The department committed funding to help construct two new grade separations, one in Chatham and one in Sherman, in lieu of new at-grade crossings. The Chatham project, which includes the closure of a farm crossing and an adjacent nearby street crossing, eliminates the potential hazards of three at-grade crossings on the proposed High Speed Rail Corridor. The Sherman grade separation structure is anticipated to be completed by late 2003.

The department is working with the community of Towanda, north of Bloomington, and the Union Pacific Railroad to close one crossing and upgrade warning devices at two other at-grade crossings in the community. The village officials agreed to close one of the three at-grade crossings after the warning devices at the other two at-grade crossings were upgraded.

With the progress toward completion of Phase I track and signal components, attention is also being given to the rail/highway grade crossings to ensure the safety of vehicles along the corridor. The department has entered into an agreement for the installation of a "Quad Gate" system for every public at-grade crossing along the corridor where train speeds will be in excess of 90 miles per hour. A quad gate provides for both an entry and exit gate in each direction to minimize the possibility of vehicles driving around the existing single

short-arm gates. A total of 71 quad gates are planned with the first gates to be installed on a 110 miles per hour segment north of Bloomington. The department is in the process of installing active warning devices at 10 private crossings in the same segment to provide improved safety.

### **Midwest Regional Rail Initiative**

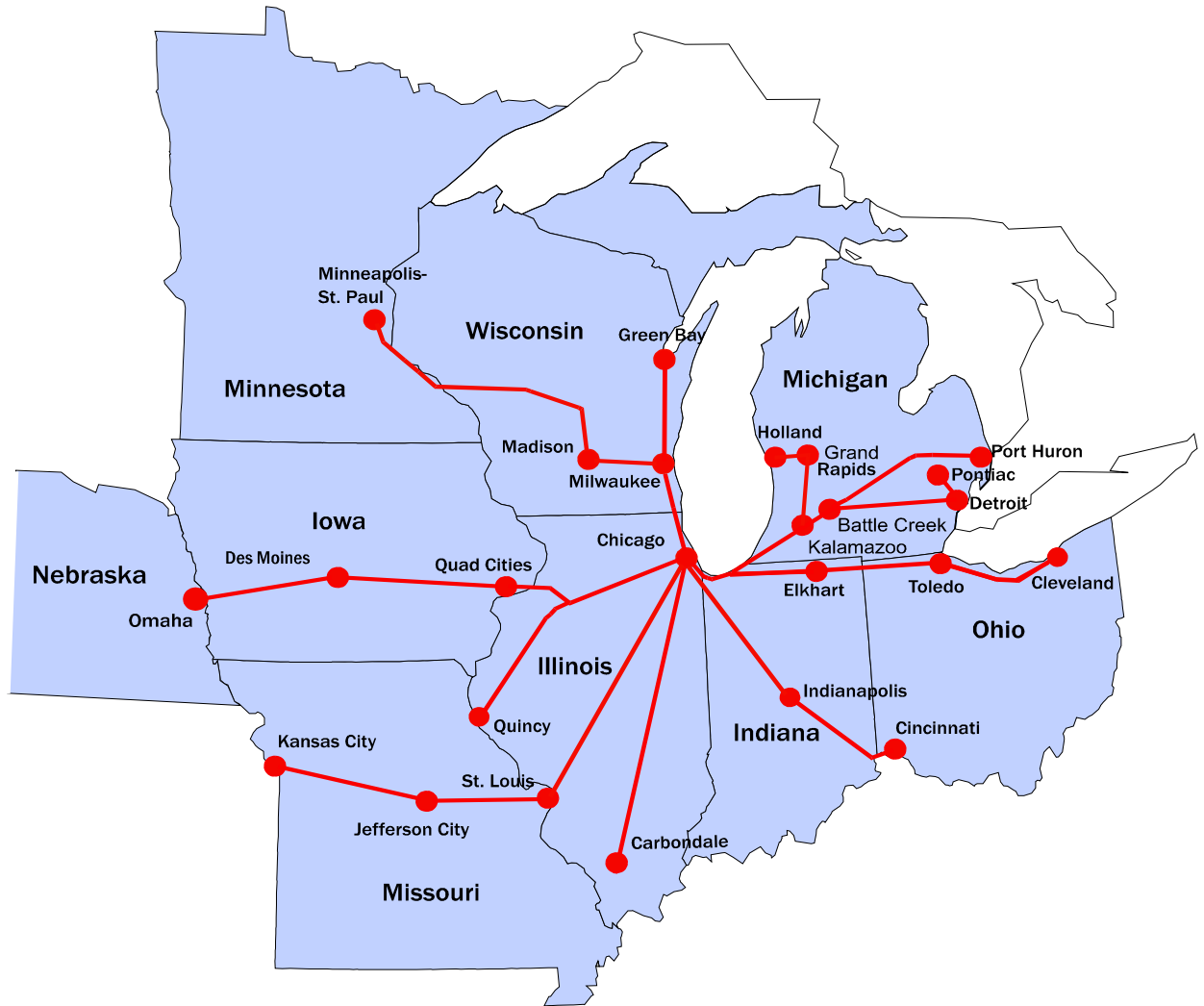
In 1996, nine Midwestern states joined together with Amtrak and the FRA to explore ways to improve rail passenger service in the region. Working together, the states hope to realize economies of scale in developing a 3,000-mile long Midwest rail passenger system. The system would tie together most of the major cities in Illinois (the hub of the system), Wisconsin, Minnesota, Iowa, Nebraska, Missouri, Indiana, Ohio and Michigan – linking nearly 80 percent of the region's population. The objective is a rail passenger service with increased train frequencies, reduced travel times, new and more attractive trains and improved tracks and railroad signals to allow trains to operate at 90-110 miles per hour. The combination of nine states would work to secure federal funds to pay 80 percent of the \$4.3 billion cost of these improvements.

This Midwest Regional Rail Initiative (MRRI) is designed to build upon work already done by Illinois, Michigan and Wisconsin on planning high-speed rail service with Chicago as the hub and serving the major cities of Detroit, St. Louis and Milwaukee. This tri-state system was designated as a federal high-speed rail corridor in 1992, qualifying the states for limited federal aid for research and planning efforts. The basic system (with the Wisconsin portion lengthened to include service to Minneapolis, Minnesota) serves as Phase I of the MRRI designated to be developed first due to the higher ridership expected from these corridors.

So far, the nine states have contributed almost \$1.5 million to the studies, Amtrak has provided \$1.9 million, and the FRA another \$400,000. These funds have established a basic system design, with sufficient detail to identify the capital, operating and maintenance costs of such a system.

The studies show that for \$4.3 billion, the cities of the upper Midwest - from Kansas City and Omaha on the west to Cincinnati, Cleveland and Detroit on the east, and from Minneapolis and Green Bay on the north to St. Louis and Carbondale on the south (see map on next page) - could be joined with a system of 110-mph trains, much like European cities are now. Almost eight million annual riders in the Midwest would enjoy improved rail passenger transportation. Acting together, the states in the northeast part of the U.S. (from Boston to Washington) have already connected their cities with high speed rail. For the Northeast Corridor, the states were the driving force in drawing billions of dollars in federal rail investment to provide 125-mph train service (now being upgraded to 150-mph). This cooperation is the model for the MRRI.

# MIDWEST REGIONAL RAIL INITIATIVE



# ILLINOIS RAILROADS AND ABBREVIATIONS

Railroad	Abbreviation
Alton & Southern Railway	ALS
Baltimore & Ohio Chicago Terminal <sup>1/</sup>	BOCT
Belt Railway Company of Chicago	BRC
Bloomer Shippers Connecting Railroad Co.	BLOL
Burlington Northern Santa Fe	BNSF
Canadian National Railway/Illinois Central Railroad	CN/IC
Central Illinois Railroad	CIRR
Chicago, Central & Pacific Railroad <sup>2/</sup>	CC
Chicago-Chemung Railroad Co.	CCRC
Chicago & Western Indiana Railroad	CWI
Chicago Heights Terminal Transfer Railroad	CHTT
Chicago Rail Link <sup>3/</sup>	CRL
Chicago Short Line Railway	CSL
Chicago, South Shore & South Bend Railroad <sup>4/</sup>	CSS
Chicago, West Pullman & Southern Railroad	CWP
Canadian Pacific Rail System	CPRS
Crab Orchard & Egyptian Railroad	COER
CSX Transportation, Inc. <sup>5/</sup>	CSXT
Decatur Junction Railway <sup>6/</sup>	DT
Eastern Illinois Railroad Co.	EIRC
East St. Louis Junction Railroad	EJR*
Effingham Railroad	EFRR
Elgin, Joliet & Eastern Railway	EJE
Gateway Eastern Railroad <sup>7/</sup>	GWER
Gateway Western Railroad <sup>7/</sup>	GWWR
I&M Rail Link	IMRL
Illinois Midland Railroad, Inc.	IM
Illinois Railnet, Inc.	IR
Illinois Western Railroad	ILW
Indiana Harbor Belt Railroad	IHB
Indiana Railroad	INRD
Iowa Interstate Railroad, Ltd.	IAIS
Joppa and Eastern Railroad	JE
Kansas City Southern Railway Company	KCS
Kankakee, Beaverville & Southern Railroad	KBSR
Kaskaskia Regional Port District Railroad	KPRD
Keokuk Junction Railway <sup>6/</sup>	KJRY
Lincoln and Southern Railroad Company	L&S*
Manufacturers' Railway	MRS
Manufacturers Junction Railway	MJ
Norfolk Southern Railway Co. <sup>8/</sup>	NS
Peoria and Pekin Union Railway	PPU
Peoria, Peoria Heights & Western Railroad	PPW*
Shawnee Terminal Railway Company <sup>6/</sup>	STR
Shelbyville Industrial Rail Spur	SIRS
Southfork & LaHarpe Railway	SFLR
Toledo, Peoria and Western Railway Corp.	TPW
Terminal Railroad Association of St. Louis	TRRA
Union Pacific Railroad <sup>9/</sup>	UP
Vandalia Railroad Company <sup>6/</sup>	VRR
Wisconsin & Southern Railroad	WSOR
Wisconsin Central Ltd.	WC

\* These corporations do not operate lines in the state, but own the land and track over which various railroads operate, or own out-of-service lines.

<sup>1/</sup> Subsidiary of CSX Transportation.

<sup>2/</sup> Subsidiary of Illinois Central.

<sup>3/</sup> Purchased by CWP.

<sup>4/</sup> The Northern Indiana Commuter Transportation District (NICTD) owns and operates passenger service over some lines of the CSS.

<sup>5/</sup> CSX Transportation in Illinois encompasses the lines and operations of the former Seaboard System Railroad (owner of the LN), B&O and C&O.

<sup>6/</sup> Subsidiary of Pioneer Railcorp.

<sup>7/</sup> Purchased by Kansas City Southern.

<sup>8/</sup> Lines formerly shown as NW and SOU.

<sup>9/</sup> Union Pacific Railroad incorporates lines and operation of the Missouri Pacific Railroad, the Chicago Northwestern, the SPCSL Corporation, Southern Pacific Railroad, and the Saint Louis Southwestern.

